

CLASSIFICATION SECRET/CONTROL - U.S. OFFICIALS	
COUNTRY <u>East Germany</u>	REPORT NO. [REDACTED]
TOPIC <u>KVP in the Eggesin Area</u>	
[REDACTED]	
[REDACTED]	
DATE PREPARED <u>8 March 1954</u>	
REFERENCES	
PAGES <u>3</u> ENCLOSURES (NO. & TYPE)	
REMARKS	
[REDACTED]	
[REDACTED]	

1. From 1 to 10 January 1954, about 300 factory new six-wheeled trucks arrived in the Eggesin area and were allocated to the individual billeting areas. Three mobile loading cranes with a carrying capacity of about 10 to 12 tons which were to be used for motor-vehicle loading were stationed at Spechtberg. Large shipments of new uniforms also arrived during the time of information. 1 and 3
2. On 8 January 1954, eight tanks were loaded in Eggesin for repair in Neubrandenburg. Six repaired tanks arrived at Eggesin from Neubrandenburg.
3. During the time of information, Major Haack (fnu), a former squadron leader, Major Stiefelmecht (fnu), and Major Backhaus (Fau), were identified as commanding officers of infantry regiments.
4. From 20 December 1953 to 11 January 1954, KVP camp in the former Eggesin ammunition depot was still occupied by an estimated 350 to 400 men. On 28 December 1953, 25X1 foreign-made factory new sedan [REDACTED] allocated to the command headquarters at the camp, brought to five the number of sedans constantly parking in front of the headquarters building. Motor vehicles almost daily observed at the installation [REDACTED] On 25X1 4 January 1954, twelve canvas-covered four-wheeled armored scout cars with revolving targets mounting machine guns were in the camp. [REDACTED]
5. At the time of information, a course of instruction was held in two buildings for radio operators from several KVP units in East Germany. The course was scheduled to be terminated on 1 October 1954.
6. Preparatory measures for the storing of steel helmets, expected to arrive in late January 1954, were taken in two rooms of the KVP billets on 8 January 1954. Two KVP officers inspecting these rooms said that the men would receive the steel helmets immediately after arrival. 3
7. On 21 December 1953, 11 factory new six-wheeled [REDACTED] 21S trucks with all-25X1 wheel drive were unloaded at the Eggesin freight station. Three other trucks of the same model arrived on 22 December 1953. The unloaded trucks were stored in 25X1 the former ammunition depot. 1
8. KVPs loaded four JS tanks and two SP guns on T-34 chassis [REDACTED] at the Eggesin freight station in the afternoon on 5 January 1954. 4

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25X1

9. On 15 December 1953, about 15 six-wheeled trucks and, on 20 December 1953, about 15 vehicles of the same model were unloaded at Eggesin. The trucks whose dockets indicated that they had been loaded at Oranienburg were taken to Karpin. 1

10. At about 11 a.m. on 3 January 1954, an alarm call was given in the KVP billets of Installation VIII in Eggesin. The KVP units immediately left on motor vehicles for Straisund to fight high-water. They included an engineer unit with about 16 trucks and eight trucks loaded with pontoons and pneumatic boats. When the units returned to their billets on 4 and 5 January, no information was available on their commitment. 5

11. At about 4 p.m. on 5 January 1954, 12 tanks definitely including 1 IS tank, 2 SU-100 SP guns and 1 T-34 tank hull were loaded at the Eggesin railroad station. At about 10 p.m., the train which allegedly consisted of defective tanks and included only one boxcar with enlisted men departed toward Pasewalk. The officers in charge of loading included Major Horst Stechberth, who returned to Karpin. 25X1

all KVP tanks in need of repair would be taken to a tank repair shop in Neubrandenburg. 2

12. A soldier of the S-1 unit which was quartered together with the headquarters in Eggesin until recently and subsequently moved to Installation VIII said that special training in night firing was held by B and C units. Telescopic sights allowing accurate sighting at night over up to 2,000 meters were allegedly used for the first time as attachments to tanks and AT guns during this training. Officers from other installations were present. About 30 officers from Brandenburg were detailed to the C unit in Eggesin. 25X1

13. [REDACTED]

14. From 22 December 1953 to 30 January 1954, the occupation of the alert camp and the barracks installations in the wooded area near Eggesin remained unchanged. About 50 percent of the men were on leave in late December, and 50 percent were on leave in early January. During the time of information, dependents of officers continued to move in. About 400 men who had departed in the afternoon on 22 January 1954 were apparently still absent on 30 January 1954. The supply of building materials to the wooded area was resumed in early January 1954. The construction work discontinued during the cold-weather period. 25X1

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15. From 9 to 11 a.m. on 22 December 1953, and from 9:30 to 12 a.m. on 18 January 1954, eight men wearing yellow-bordered black epaulets, who were supervised by two officers, constructed a telephone line from the wooded area to the town of Eggesin. At 10 a.m. on 5 January, about 20 men practiced aiming with three 37-mm AA guns in forest section 205, while about 50 men drilled with rifles nearby. At 8:30 a.m. on 19 January 1954, about 30 trucks each towing one 37-mm AA gun left toward Karpin. After the men had returned from holiday leave on 4 January 1954, outdoor service was fairly limited. The men allegedly received extensive instruction. Starting on 12 January 1954, the reports of guns including 37-mm AA guns were again heard almost daily from the Hoelkebaum - Karpin area until 30 January 1954. VPs said that training was more stringent and included frequent night alert exercises with repeated alarm calls.

25X1

16. From 12 a.m. to 5 p.m. on 23 December 1953, about 30 factory-new [] ZIS trucks were unloaded at the Eggesin railroad station and were subsequently driven to the wooded area. In the morning on 5 January 1954, at least 15 T-34/85 tanks which apparently were in need of repair and, according to railway officials, were to be taken to a Neubrandenburg repair shop were towed to, and loaded at, the Eggesin railroad station. At about 9 a.m. on 22 January 1954, about 30 [] factory-new Soviet-made trucks left the wooded area toward Torgelow. In the morning on 28 January 1954, four large fuel tanks, at least 6 meters long and about 2 meters in diameter, were taken on sleds from the Eggesin freight station to the barracks installation in the wooded area. 1 and 2

17. In the night on 15 January 1954, a heavy storm in the Eggesin area completely destroyed seven of 10 large tents set up in forest section 203, VPs said. The soldiers said that these tents served to store artillery ammunition and infantry ammunition because the ammunition bunkers were not completed prior to the cold-weather period.

- 25X1 1. [] Comment. The present information confirms reports by other sources which stated that numerous trucks were supplied to the KVP in December 1953 and January 1954. Supplies from the USCR were shipped to the KVP units via Cranienburg.
- 25X1 2. [] Comment. It is known from previous reports that, after about November 1953, numerous tanks and SP guns in need of repair were shipped from the Eggesin area to Neubrandenburg which is the location of a large KVP tank repair shop. It is believed that the winter months are utilized for overhauling armored vehicles. It is again confirmed that JS tanks and model SU-100 SP guns are available.
- 25X1 3. [] Comment. Further supplies of uniforms and steel helmets were expected in the summer of 1953, but were delayed due to manufacturing difficulties. These items are manufactured in East Germany.
- 25X1 4. [] Comment. The reconnaissance battalion probably moved from Eggesin to Karpin in September 1953. KVP night sighting mechanisms are reported for the first time. They probably are infrared devices which allow no aiming at 2,000 meters.
- 25X1 5. [] Comment. KVP units from the Schwerin post also left for emergency missions presumably in the Stralsund area. The tank unit observed belongs to the engineer battalion of the Eggesin Division stationed at Karpin.

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